

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

October 2013



COMMUTER RAIL ON-TIME PERFORMANCE

October 2013

This report presents an analysis of the October 2013 train delays as reported for Metra's eleven commuter rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 presents the number of train delays by rail line and service period. During October 2013, Metra operated 18,035 scheduled trains, including scheduled "extras", if any. 735 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.9%. Table 2 lists on-time percentages by line for each month and year since 2008.

Table 3 lists each train that was on time for less than 85% of its weekday runs in October 2013, in order of line, train, and dates delayed. The codes in the 'Delay Code' column of Table 3 are defined in Table 4 and shown sorted by delay-cause category in Table 5. Effective January 1, 2012, Metra is using an expanded set of delay codes, to provide more detail about the cause of and responsibility for each train delay. Table 6.a shows the frequency of train delays by delay-cause control and by line during October 2013. Of the 735 delays systemwide in October 2013, all but 368 (50%) were beyond Metra's control. Table 6.b shows the previous October, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in October 2013, 17 more delays than in the previous October were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 7,644 delays in 2013, all but 3,437 (45%) were beyond Metra's control.

Table 7 provides a daily listing of the number of delays by line and branch for October 2013.

Table 8.a shows the frequency of train delays by delay-cause category and by line during October 2013. Table 8.b shows the average frequencies over the previous five Octobers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 735 delays systemwide in October 2013, 89 less than the average over the previous five Octobers. Table 9.a shows delays from the beginning of the year through October 2013. Table 9.b shows the average frequencies from the beginning of the year through October of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2013 and 2012 respectively, and Table 10.c shows the difference between the two. From January through October of 2013, a total of 7,644 trains were delayed, compared to 7,291 trains delayed in the same ten months of 2012.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In October 2013 freight operations delayed 108 trains systemwide, compared to 91 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2013 and 2012 respectively. A total of 23 trains were delayed by lift deployment in October 2013.

A review of October 2013 late trains by duration of delay is shown in Table 13. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 41.1% of all late trains. Table 14 shows that the average length of delay was 20.5 minutes in October 2013. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

Changes in On-Time Performance Reporting Calculations (effective with the May 2011 On-Time Performance Report)

“Extra” Trains

“Extra” trains (trains added to handle special events but not shown in the regularly published schedules) are excluded from on-time performance calculations, except for those “extra” trains whose special-event schedules include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Prior to May 2011, all “extra” trains were included in the count of all trains for the purpose of calculating on-time performance and were always reported as on-time.

Intermediate station departure times and final station arrival times for some “extra” trains are either unknown (departures of some “extra” trains are held until after the completion of the respective special event) or not published. On-time performance for these two types of “extra” trains cannot be calculated, as arrival times are not known ahead of time; these trains are therefore excluded from on-time performance calculations. However, on-time performance can be calculated for “extra” trains that have full published schedules.

Temporary Schedules and Notices, for Construction and Special Events

Planned construction projects or special events can adversely affect on-time performance. Metra occasionally publishes full temporary schedules, which supersede the standard published schedules, to inform riders of possible delays or modifications to regular service. Metra also may publish informational notices to accompany temporary schedules. On-time performance is calculated using the temporary schedules and any accompanying notices.

(Prior to May 2011, some trains affected by planned construction work arrived at their last station stops six minutes or more late, but were counted as on-time because a construction time allowance was deducted from the actual delay time. This allowance, typically five or ten minutes (but occasionally more) depending on the nature of the scheduled work, was assigned in advance to all off-peak and reverse-peak trains that might be affected by a particular project, but never to peak period/peak direction trains. For such trains, the assigned construction allowance was added onto the scheduled arrival time at the destination station for the purpose of calculating the total minutes of delay.)

**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
October 2013**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,243	66	94.7%	923	57	93.8%	2,166	123	94.3%	112	16	85.7%	74	1	98.6%	2,352	140	94.0%
Elec -ML	1,035	56	94.6%	782	15	98.1%	1,817	71	96.1%	184	1	99.5%	83	9	89.2%	2,084	81	96.1%
-BI	322	11	96.6%	529	6	98.9%	851	17	98.0%	120	0	100.0%	11	1	90.9%	982	18	98.2%
-SC	<u>391</u>	<u>9</u>	97.7%	<u>851</u>	<u>14</u>	98.4%	<u>1,242</u>	<u>23</u>	98.1%	<u>192</u>	<u>1</u>	99.5%	<u>80</u>	<u>0</u>	100.0%	<u>1,514</u>	<u>24</u>	98.4%
Subtotal	1,748	76	95.7%	2,162	35	98.4%	3,910	111	97.2%	496	2	99.6%	174	10	94.3%	4,580	123	97.3%
Heritage	138	5	96.4%	--	--	--	138	5	96.4%	--	--	--	--	--	--	138	5	96.4%
Milw -N	575	28	95.1%	805	55	93.2%	1,380	83	94.0%	96	13	86.5%	82	8	90.2%	1,558	104	93.3%
-W	<u>621</u>	<u>14</u>	97.7%	<u>713</u>	<u>33</u>	95.4%	<u>1,334</u>	<u>47</u>	96.5%	<u>96</u>	<u>3</u>	96.9%	<u>72</u>	<u>3</u>	95.8%	<u>1,502</u>	<u>53</u>	96.5%
Subtotal	1,196	42	96.5%	1,518	88	94.2%	2,714	130	95.2%	192	16	91.7%	154	11	92.9%	3,060	157	94.9%
NCS	253	13	94.9%	253	22	91.3%	506	35	93.1%	--	--	--	--	--	--	506	35	93.1%
RI	828	30	96.4%	760	16	97.9%	1,588	46	97.1%	80	9	88.8%	64	5	92.2%	1,732	60	96.5%
SWS	253	5	98.0%	437	8	98.2%	690	13	98.1%	24	0	100.0%	--	--	--	714	13	98.2%
UP -N	690	28	95.9%	921	22	97.6%	1,611	50	96.9%	104	10	90.4%	72	2	97.2%	1,787	62	96.5%
-NW	759	34	95.5%	737	38	94.8%	1,496	72	95.2%	96	6	93.8%	62	11	82.3%	1,654	89	94.6%
-W	<u>621</u>	<u>14</u>	97.7%	<u>737</u>	<u>32</u>	95.7%	<u>1,358</u>	<u>46</u>	96.6%	<u>80</u>	<u>2</u>	97.5%	<u>74</u>	<u>3</u>	95.9%	<u>1,512</u>	<u>51</u>	96.6%
Subtotal	2,070	76	96.3%	2,395	92	96.2%	4,465	168	96.2%	280	18	93.6%	208	16	92.3%	4,953	202	95.9%
SYSTEM	7,729	313	96.0%	8,448	318	96.2%	16,177	631	96.1%	1,184	61	94.8%	674	43	93.6%	18,035	735	95.9%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (11/12/13) version from TOPS.

P:\(ONTIME)report\Delays&TrainsByServPeriod.xls\OTPhyServPeriod&Line 11/12/13

TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-OCT	AVG
BNSF	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	94.9%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.1%	93.6%
	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.2%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	92.6%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	95.8%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0			94.6%	94.6%
2008-2012 average		93.3	94.6	96.7	97.2	95.4	91.8	92.7	93.4	94.8	93.4	95.0	95.0	94.3%	94.4%
Electric	2008	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	98.3%	97.9%
	2009	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	97.7%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.8%	97.8%
	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	96.5%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.3%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3			97.3%	97.3%
2008-2012 average		96.6	97.7	98.4	98.4	98.4	96.4	97.2	97.5	97.5	97.0	97.5	96.8	97.5%	97.5%
Heritage	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	89.2%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	91.3%	90.8%
	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.6%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	87.8%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	95.7%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4			96.7%	96.7%
2008-2012 average		90.6	90.4	90.7	94.3	93.6	90.0	88.0	91.4	88.9	87.6	89.5	84.5	90.5%	90.0%
Milw - N	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	95.1%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.9%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	94.0%	94.3%
	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	89.0%	89.6%
	2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	93.4%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3			93.7%	93.7%
2008-2012 average		93.2	93.7	95.5	95.3	92.4	91.8	89.4	92.4	95.4	93.9	94.1	92.8	93.3%	93.3%
Milw - W	2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.8%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	97.2%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.1%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	93.0%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	94.6%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5			94.3%	94.3%
2008-2012 average		94.7	94.3	96.9	97.5	96.8	94.3	93.7	94.5	96.0	96.8	94.8	94.9	95.6%	95.4%
NCS	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	95.3%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.7%	94.8%
	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.4%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	91.6%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	92.3%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1			92.9%	92.9%
2008-2012 average		93.8	93.1	94.9	91.6	95.0	91.6	91.2	93.5	95.3	94.6	92.6	91.3	93.5%	93.2%

TABLE 2 (continued): ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-OCT	AVG
RI	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	96.0%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.4%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.4%	96.3%
	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	93.5%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	95.1%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5			95.7%	95.7%
2008-2012 average		95.3	95.3	96.2	97.0	96.8	93.9	93.2	95.6	96.0	95.5	96.6	94.2	95.5%	95.5%
SWS	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	95.0%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	94.8%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.4%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	91.9%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.8%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2			96.3%	96.3%
2008-2012 average		92.9	94.6	95.8	95.6	95.0	92.1	94.2	93.9	95.0	92.6	94.3	93.4	94.2%	94.1%
UP - N	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	93.1%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	93.9%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	94.9%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	92.1%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.4%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5			96.4%	96.4%
2008-2012 average		93.6	93.9	96.3	96.8	95.5	91.9	91.7	91.6	94.0	95.4	95.6	95.6	94.1%	94.3%
UP - NW	2008	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	95.6%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.6%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.7%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	94.8%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	96.5%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6			94.6%	94.6%
2008-2012 average		94.6	95.0	97.2	97.7	95.8	95.2	94.6	95.4	96.5	95.9	95.4	95.0	95.8%	95.7%
UP - W	2008	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	94.0%	93.7%
	2009	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	95.2%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	94.8%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	90.9%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	95.1%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6			94.8%	94.8%
2008-2012 average		94.1	93.8	95.2	95.5	95.5	92.4	92.3	92.9	94.3	94.1	94.7	92.9	94.0%	94.0%
SYSTEM excluding South Shore	2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	95.8%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	95.7%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.9%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.3%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	95.7%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9			95.5%	95.5%
2008-2012 average		94.7	95.2	96.8	97.0	96.2	93.7	93.7	94.6	95.8	95.3	95.6	94.8	95.3%	95.3%

Delays data for most recent month is final (11/12/13) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls|OTByLine&Month 11/12/2013

'2008-2012 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
October 2013**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1233 83% OT	Tue, Oct 15	9	D	SINGLE TRACK ECGW - MT 2, ECNT - MT3 WESTERN AVENUE
		Wed, Oct 16	11	D	BRCNTW ON MT1, BRCGAL ON MT3 AND H/E COMING OUT OF WEST YARD, STPCHC ON MT1 WEST EOLA, ZCHCPTL ON MT2 AT EAST EOLA
		Mon, Oct 28	8	C	WORKING AROUND TRACK WORK
		Tue, Oct 29	9	D	HBRCNTW1 29 IN UDE AT HIGHLANDS
BNSF	1252 83% OT	Tue, Oct 01	8	B	FORM B @ CICERO, UNABLE TO CONTACT THE FOREMAN IN CHICAGO
		Thu, Oct 24	7	G	TRAFFIC @ FV FOR SWITCH FAILURE #2
		Mon, Oct 28	14	C1	LATE FLIP AND MULTIPLE FORM AS WITH 10 MPH AT MP16.6-16.2
		Tue, Oct 29	23	G	FV PLANT FAILURE
BNSF	1268 83% OT	Thu, Oct 17	9	U	PASSENGER WITH WALKER REFUSE TO USE ADA LIFT 6", MISSED FVW HAD TO BACK UP 3"
		Fri, Oct 18	13	D	TRAIN E CNMNAMO 40 EMERGENCY AT CICERO B PLANT
		Mon, Oct 28	9	C	WORKING AROUND TRACK WORK
		Thu, Oct 31	8	IW	SLOW PASSENGER LOADING - WEATHER
BNSF	1292 83% OT	Thu, Oct 24	10	DD	WAITING ON R CHI451124 TO CLEAR EOLA
		Fri, Oct 25	14	D	FOLLOWING TRAFFIC AND WORKING MT1 BERWYN WESTERN AVE
		Mon, Oct 28	12	C	MULTIPLE SLOW ORDERS
		Thu, Oct 31	9	IW	SLOW PASSENGER UNLOADING
BNSF	1293 78% OT	Tue, Oct 01	8	D	V CHCDIL1-01 IN EMERGENCY MT 2
		Wed, Oct 02	42	B	MOW NEGLECTED TO REMOVE LOCK FROM SWITCH FOR THE TRACK THE FREIGHT TRAIN WAS GOING INTO
		Thu, Oct 03	25	KP	SUSPICIOUS AT BROOKFIELD
		Wed, Oct 23	10	C	WORKED MT2 WEST HINSDALE TO FVW
ELML	139 65% OT	Thu, Oct 31	8	W	8" LATE DUE TO PASSENGERS UNLOADING
		Tue, Oct 01	8	S	6" EFFICIENCY TEST, ENROUTE; 2" SLOW ENTRAINING/DETRAINING, ENROUTE.
		Thu, Oct 03	7	S	7" SLOW ENTRAINING/DETRAINING, EFFICIENCY TEST
		Fri, Oct 11	7	I	7" SLOW LOADING/UNLOADING, ENROUTE.
MN	2121 83% OT	Wed, Oct 16	12	S	12" EFFICIENCY TEST, MP4.18.
		Thu, Oct 17	8	I	8" SLOW ENTRAINING/DETRAINING, ENROUTE.
		Tue, Oct 22	6	I	6" HEAVY ENTRAINING/DETRAINING, ENROUTE.
		Wed, Oct 30	13	G	8" SWITCH #19 FAILING, KENSINGTON; 5" SLOW ENTRAINING/DETRAINING, KENSINGTON-UP.
		Thu, Oct 31	6	IW	6" ENTRAINING, ENROUTE.
		Tue, Oct 01	11	G	6" STOP SIGNAL RESTRICTING, MAYFAIR; 2" ADA, MNORTON GROVE; 2" ADA, ROUND LAKE.
		Tue, Oct 15	6	D	3" STOP S/B FREIGHT, CN; 1" ACCOMMODATING PSGR'S WHO MISSED THEIR STOP; 2" SLOW DETRAINING, ENROUTE.
MN	2125 78% OT	Wed, Oct 30	47	E	47" RESET COMPUTER ON LOCO 100, TAKE SIDIG WIT FOR #2146 TO CLEAR, GRAYSLAKE.
		Thu, Oct 31	8	I	10" HEAVY ENTRAINING, ENROUTE.
		Tue, Oct 01	9	D	6" CN STOP SIGNAL; 3" ITEM 2, EDGEBROOK.
		Tue, Oct 08	6	I	6" SLOW UNLOADING OF PASSENGERS, ENROUTE.
MN	2139 83% OT	Wed, Oct 09	27	M1	15" TOOK SIDING, GRAYSLAKE.; 12" STOP SIGNAL, RONDOUT.
		Wed, Oct 30	10	E1	10" WAITING ON INBOUND #2146, RONDOUT.
		Thu, Oct 31	9	II	9" WAITING ON LATE #2146, RONDOUT.
		Mon, Oct 07	18	G	19" FOLLOWING LATE #2135 STOP SIGNAL RESTRICTED SPEED, RONDOUT.
MN	2140 83% OT	Fri, Oct 11	6	A1	6" FOLLOWING 2137 AND AMTRAK 339, ENROUTE.
		Mon, Oct 14	18	E1	3" ADA, LIBERTYVILLE; 3" STOP SIGNAL, MAYFAIR; 12" FOLLOWING #2135, ENROUTE.
		Wed, Oct 30	0	E1	ANNULLED NO EQUIPMENT.
		Thu, Oct 03	12	D1	6" WAITING FOR DELAYED #2119 TO CLEAR GRYSLK; 4" UP X-TRAFFIC, MAYFAIR; 3" APPROACH /RESTR, HEALY TO A-4.
MN	2143 83% OT	Thu, Oct 10	8	G	12" SIGNAL FAILURE, HANDLINE ROUTE, RONDOUT.
		Fri, Oct 11	6	I	6" WAITING ON MOVEMENT AUTHORITY, FOX LAKE; 8" HEAVY PSGR LOADING, ENROUTE.
		Thu, Oct 17	16	E1	18" FOLLOWING NIRC #6/2136 COMBO, DEERFIELD TO A-20.
MN	2143 83% OT	Mon, Oct 07	12	G	11" STOP SIGNAL RESTRICTED SPEED, RONDOUT.
		Wed, Oct 09	26	M1	27" 2145 ANNULLED, USED CREW/EQUIP. AS 2145/2143 COMBO, ENROUTE.
		Mon, Oct 14	7	E1	12" FOLLOWING #2141, ENROUTE.
		Wed, Oct 30	18	II	20" FOLLOWING #2141, ENROUTE; 3" STOP SIGNAL RESTRICTED SPEED, CN.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
October 2013**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MN	2149	Mon, Oct 07	8	G1	14" WAIT ON #120 & #2156, RONDOUT.	
		83% OT	Wed, Oct 09	8	M1	13" WAITING ON 2156, RONDOUT.
		Thu, Oct 10	7	G	10" SIGNAL FAILURE, STOP/RESTRICTED SPD,RONDOUT.	
		Thu, Oct 17	6	J1	12" WAITING ON #120 & #2156, RONDOUT.	
MN	2151	Mon, Oct 07	8	G1	8" WAITING ON #2158, RONDOUT.	
		78% OT	Wed, Oct 09	10	M1	10" WAITING ON LATE 2158, RONDOUT.
		Thu, Oct 10	8	G1	10" WAITING ON MW2158, RONDOUT.	
		Mon, Oct 14	8	AM	10" STOP SIGNAL WAIT FOR #341 TO PASS ON 2MT & #2158 OFF FOX LAKE SUBG, RONDOUT.	
		Thu, Oct 17	9	G	15" WAITING ON #2158 & SEE-SAW SWITCH/SIGNAL FAILURE, RONDOUT.	
MN	2158	Wed, Oct 09	18	M1	18" WAITING ON 2149 TO CLEAR, GRAYSLAKE.	
		83% OT	Thu, Oct 10	12	G1	12" WAITING FOR MW2149 TO CLEAR, GRAYSLAKE.
		Mon, Oct 14	9	E1	13" LATE DEPART DUE TO WOOT 2149 TO CLEAR,GRAYSLAKE.	
		Thu, Oct 17	6	J1	11" WAITING ON #2149 TO CLEAR, GRAYSLAKE.	
NCS	117	Mon, Oct 07	13	D1	16" WAITING ON #120, GRAYSLAKE.	
		83% OT	Wed, Oct 09	21	GF	20" STOP SIGNAL, RESTRICTED SPD, HANDLINE RAM,ENROUTE.
		Thu, Oct 17	14	J1	16" STOP SIGNAL WAITING ON LATE #120, RAM.	
		Wed, Oct 30	49	D1	25" SWAP CREWS WITH #120, GRAYSLAKE.	
NCS	120	Tue, Oct 01	8	G	4" WAIT ON #2147, CN XING; 4" STOP, LAKE FOREST; VERBAL TO PASSRED SIGNAL, RESTRICTED SPEED TO NEXT SIGNAL.	
		74% OT	Mon, Oct 07	21	D	22" STOP SIGNAL, CN XING.
		Wed, Oct 09	25	GF	12" RESTRICTED SPEED, ROUND LAKE TO GRAYSLAKE. ;5" HAND LINE GRAYSLAKE; 7" COPY MOVEMENT AUTHORITY; 4" STOP SIGNAL, LAKE FOREST.	
		Thu, Oct 17	30	J	STOP SIGNAL RESTRICTED SPEED, GRAYSLAKE; 20" LAKE FOREST POLICEINCIDENT.	
		Tue, Oct 29	81	E	81" LOCO #110 3 FLASH OVERS 14MPH, LAKE VILLA-ROUND LAKE; USED EQUIPMENT FROM #117 BY WAY OF CN TO B-12; 13" WAIT FOR TRAFFIC TO CLEAR,DEVAL	
		Wed, Oct 30	14	D1	17" SWAP CREWS WITH #117 & COPY MOVEMENT AUTHORITYFOR #120, GRAYSLAKE.	
NCS	121	Mon, Oct 07	15	D1	13" LATE TURN FROM #120, CUS; 7" FREIGHT IN EMERGENCY, LAKE CILLA; 10" FOLLOW CN FREIGHT.	
		83% OT	Wed, Oct 09	19	GF1	17" LATE TURN OF EQUIP. FROM NCS120, CUS; 5" STOP SIGNAL, RAM.
		Thu, Oct 17	20	J1	24" LATE TURN FROM #120, CUS.	
		Tue, Oct 29	82	E1	82" LATE TURN FROM #120 , SENT PROTECTOR LOCO #104, CUS.	
UPNW	640	Wed, Oct 09	42	E1	57" TIED ONTO #368 WHO WAS DEAD WITH ENG. TROUBLE, SHOVED MADE ALL STOPS.	
		74% OT	Mon, Oct 14	7	CC	22" SINGLE TRACKING FORM C 49175 CHANGING RAIL, MP38.1-T031; OPERATE TK2, PALATINE-JEFFERSON PK; TRK1, MAYFAIR-CY; MPRPRB-14, DEVAL.
		Mon, Oct 21	22	CC	37" SINGLE TRACK TIE GANG, MP41.9-CPT0331; WAIT FOR #611 TO CLEAR.	
		Wed, Oct 23	15	CC1	30" TRACK CONSTRUCTION, BARRINGTON-PINGREE & PALATINE-JEFFERSONPARK.	
		Fri, Oct 25	12	CC	27" SINGLE TRACKING, MP38.1-CPT031; SLOW ENTRAINING, PALATINE- CUMBERLAND.	
		Mon, Oct 28	12	C	27" STOPPED DUE TO REPORT OF LOOSE RAIL @ MP39.52 NOTHING FOUND, PINGREE RD; SINGLE TRACK WELDING, MP38.1-CPT031.	
UPNW	642	Mon, Oct 14	12	CC	12" SINGLE TRACK CHANGE RAIL FORM C49175, MP38.1-T031; ENTRAINING, CARY; OPEARTE TK2, PALATINE-JEFFERSON PK; TK1, MAYFAIR-CY.	
		78% OT	Tue, Oct 15	6	CC1	11" SINGLE TRACK RAIL REPLACEMENT, MP38.1-CPT031; SLOW ENTRAINING, FOX RIVER GRV & RIVER GRV; OPERATE TK 2, PALTINE-JEFF. PK; #114,D
		Tue, Oct 22	9	CC1	16" LATE TURN FROM #611, CRYSTAL LAKE; FROM B, MP37-32; 40 MPH,MP36-33.	
		Thu, Oct 24	13	CC1	8" SINGLE TRACKING & TRACK CONSTRUCTION, FOX RIVER GROVE, BARRINGTON & PALATINE TO CUMBERLAND.	
		Fri, Oct 25	12	CC1	17" SINGLE TRACKING, MP38.1-CPT031; 30MPH SPEED RESTRICTION, MP33.35-37.	
UPW	36	Tue, Oct 01	8	U	8" 3 ADA'S, ENROUTE; HEAVY ENTRAINING, GLEN ELLYN & ELMHURST; X-TRAFFIC, WESTERN AVE.	
		83% OT	Thu, Oct 17	8	U	5" SLOW ENTRAINING, GLEN ELLYN & LOMBARD; MULTIPLE ADA'S, GENEVA & LOMBARD; 3" STOP INSPECT TRAIN FOR FLAT SPOTS, GENEVA.
		Mon, Oct 21	7	G	7" SWITCH #3 WOULD NOT LOCK NORMAL B/O RELAY IN BUNGALOW, CPY904.	
		Thu, Oct 31	9	G1	7" LATE ARRIVA OF 313, ELBURN.	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
October 2013**

Line	Train	Date	Minutes		Delay	Explanation
			Late	Code		
UPW	38	Wed, Oct 02	7	I	7"	SLOW ENTRAINING, GLEN ELLYN, VILLA PARK & ELMHURST; 2 ADA'S, ENROUTE.
83% OT		Mon, Oct 14	10	U	10"	4 ADA'S, ENROUTE; SLOW ENTRAINING, GENEVA; X-TRAFFIC, WESTERN AVE.
		Fri, Oct 18	13	I	13"	SLOW PASSENGER LOADING, RIVER FOREST AND OAK PARK.; TWO ADA, ENROUTE; X/O TRK 4 TO TRK1 THRU KEDZIE.
		Tue, Oct 22	11	U	4"	USED SHORT X/O'S ACCT YPREL-21 ON TK1, KEDZIE; 3" 2 ADA'S; 2" SLOW ENTRAINING, GENEVA & WHEATON; 2" X-TRAFFIC, WESTERN AVE.

Data is final (11/12/13) version from TOPS.

P:\ONTIME\report\WeekdayTrainsBelow85% table.xls\PrintCopy 11/12/2013

TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

Codes			Definition	Delay Class	Responsibility
Primary	Secondary	Primary Annulled			
A	A1	XA	Passenger Train Interference	Transportation	Controllable
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	Transportation	Controllable
AD	AD1	XAD	Non-Revenue Passenger Train Interference	Transportation	Controllable
AM	AM1	XAM	Amtrak Caused Delay	Transportation	Controllable
AS	AS1	XAS	NICTD Train Interference	Transportation	Controllable
AW	AW1	XAW	Pass. Train Interference, Weather	Transportation	Uncontrollable
B	B1	XB	Human Error, Eng. Dept.	Engineering	Controllable
BA	BA1	XBA	Amtrak Engineering Human Error	Engineering	Controllable
C	C1	XC	Unscheduled Track Work	Engineering	Controllable
CA	CA1	XCA	Amtrak Engineering	Engineering	Semi-controllable
CC	CC1	XCC	Scheduled Track Work	Engineering	Controllable
CF	CF1	XCF	Engineering Equipment Malfunction	Engineering	Controllable
CG	CG1	XCG	Scheduled Signal Work	Engineering	Controllable
CH	CH1	XCH	Contractor Failure	Engineering	Controllable
CO	CO1	XCO	Scheduled Wire Work	Engineering	Controllable
CM	CM1	XCM	Switch Malfunction (Track Dept.)	Engineering	Controllable
CW	CW1	XCW	M of W Work, Weather	Engineering	Uncontrollable
D	D1	XD	Freight Train Interference	Transportation	Semi-controllable
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	Transportation	Controllable
DW	DW1	XDW	Freight Train Interference, Weather	Transportation	Uncontrollable
E	E1	XE	Locomotive Malfunction	Mechanical	Controllable
EA	EA1	XEA	Amtrak Locomotive/Car Malfunction	Mechanical	Uncontrollable
EW	EW1	XEW	Locomotive Malfunction, Weather	Mechanical	Uncontrollable
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive	Mechanical	Controllable
F	F1	XF	Cab Car/Trailer/MU Malfunction	Mechanical	Controllable
FS	FS1	XFS	NICTD MU Malfunction	Mechanical	Uncontrollable
FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	Mechanical	Uncontrollable
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	Mechanical	Controllable
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	Engineering	Controllable
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	Engineering	Semi-controllable
GF	GF1	XGF	Signal/Switch Foreign Line	Engineering	Semi-controllable
GM	GM1	XGM	Gate Crossing Malfunction	Engineering	Controllable
GT	GT1	XGT	Telecom Failure	Engineering	Controllable
GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	Engineering	Uncontrollable
GX	GX1	XGX	Broken Gate Crossing	Engineering	Uncontrollable
GZ	GZ1	XGZ	ETMS Signal Malfunction	Engineering	Controllable
H	H1	XH	Human Error, Mechanical Department	Mechanical	Controllable
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.	Mechanical	Controllable
I	I1	XI	Passenger Handling, Running Time	Ridership	Uncontrollable
IB	IB1	XIB	Passenger Handling, Bicycle	Ridership	Uncontrollable
IW	IW1	XIW	Passenger Handling, Weather	Ridership	Uncontrollable
J	J1	XJ	Passenger Problems/Removal	Incidental	Uncontrollable
JA	JA1	XJA	Amtrak Passenger Problems/Removal	Incidental	Uncontrollable
JM	JM1	XJM	Passenger Medical Emergency	Incidental	Uncontrollable
K	K1	XK	Obstruction On Tracks	Incidental	Uncontrollable
KD	KD1	XKD	Train Struck Debris	Incidental	Uncontrollable
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	Incidental	Uncontrollable
KW	KW1	XKW	Obstruction On Tracks, Weather	Incidental	Uncontrollable
L	L1	XL	Unauthorized People On Tracks/Near Miss	Incidental	Uncontrollable
M	M1	XM	Right of Way Accident/Misc.	Incidental	Uncontrollable
MW	MW1	XMW	Right of Way Accident/Misc., Weather	Incidental	Uncontrollable
N	N1	XN	Electricity Utility Failure	Incidental	Uncontrollable
NW	NW1	XNW	Electricity Utility Failure, Weather	Incidental	Uncontrollable
O	O1	XO	AC/DC System Failure	Engineering	Controllable
OW	OW1	XOW	AC/DC System Failure, Weather	Engineering	Uncontrollable
Q	Q1	XQ	Late Issuance of Track Warrant	Transportation	Controllable
R	R1	XR	Human Error, Transportation	Transportation	Controllable
RA	RA1	XRA	Human Error, Amtrak Transportation	Transportation	Controllable
RD	RD1	XRD	Human Error, Metra Dispatcher	Transportation	Controllable
RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error	Transportation	Controllable
RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	Transportation	Controllable
RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	Transportation	Controllable
RO	RO1	XRO	Human Error, Tower Operator	Transportation	Controllable
RS	RS1	XRS	Human Error, NICTD Transportation	Transportation	Controllable
RW	RW1	XRW	Train Crew Issues, Weather	Transportation	Uncontrollable
RZ	RZ1	XRZ	ETMS Train Crew Error	Transportation	Controllable
S	S1	XS	Operational (Efficiency) Testing	Transportation	Uncontrollable
T	T1	XT	Property Vandalism	Incidental	Uncontrollable
U	U1	XU	Accessibility Related (ADA)	Ridership	Uncontrollable
UF	UF1	XUF	ADA Lift Failure	Mechanical	Controllable
UW	UW1	XUW	Accessibility, Weather	Ridership	Uncontrollable
VE	VE1	XVE	Locomotive Problem Reported, Nothing Found	Incidental	Controllable
VF	VF1	XVF	Cab Car Problem Reported, Nothing Found	Incidental	Controllable
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	Incidental	Uncontrollable
W	W1	XW	Gas Leak	Incidental	Uncontrollable

TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY

CATEGORY				CATEGORY			
Codes				Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
1 PASSENGER TRAIN INTERFERENCE				12 LOCOMOTIVE FAILURE			
A	A1	XA	Passenger Train Interference	E	E1	XE	Locomotive Malfunction
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
AD	AD1	XAD	Non-Revenue Passenger Train Interference	EZ	EZ1	XEZ	ETMS Malfunction on Locomotive
AM	AM1	XAM	Amtrak Caused Delay	13 HUMAN ERROR			
AS	AS1	XAS	NICTD Train Interference	B	B1	XB	Human Error, Eng. Dept.
2 & 3 FREIGHT INTERFERENCE, Peak & Offpeak				BA	BA1	XBA	Amtrak Engineering Human Error
D	D1	XD	Freight Train Interference	H	H1	XH	Human Error, Mechanical Department
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
4 ACCIDENT				R	R1	XR	Human Error, Transportation
M	M1	XM	Right of Way Accident/Misc.	RA	RA1	XRA	Human Error, Amtrak Transportation
5 PASSENGER LOADING				RD	RD1	XRD	Human Error, Metra Dispatcher
I	I1	XI	Passenger Handling, Running Time	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
IB	IB1	XIB	Passenger Handling, Bicycle	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)
6 LIFT DEPLOYMENT				RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)
U	U1	XU	Accessibility Related (ADA)	RO	RO1	XRO	Human Error, Tower Operator
UF	UF1	XUF	ADA Lift Failure	RS	RS1	XRS	Human Error, NICTD Transportation
7 OBSTRUCTION/DEBRIS				RZ	RZ1	XRZ	ETMS Train Crew Error
K	K1	XK	Obstruction On Tracks	14 SICK, INJURED, UNRULY PASSENGER			
KD	KD1	XKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	JA	JA1	XJA	Amtrak Passenger Problems/Removal
8 SIGNAL/SWITCH FAILURE				JM	JM1	XJM	Passenger Medical Emergency
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	15 WEATHER			
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather
GF	GF1	XGF	Signal/Switch Foreign Line	CW	CW1	XCW	M of W Work, Weather
GM	GM1	XGM	Gate Crossing Malfunction	DW	DW1	XDW	Freight Train Interference, Weather
GT	GT1	XGT	Telecom Failure	EW	EW1	XEW	Locomotive Malfunction, Weather
GX	GX1	XGX	Broken Gate Crossing	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather
GZ	GZ1	XGZ	ETMS Signal Malfunction	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	IW	IW1	XIW	Passenger Handling, Weather
9 TRACK WORK				KW	KW1	XKW	Obstruction On Tracks, Weather
C	C1	XC	Unscheduled Track Work	MW	MW1	XMW	Right of Way Accident/Misc., Weather
CA	CA1	XCA	Amtrak Engineering	NW	NW1	XNW	Electricity Utility Failure, Weather
CC	CC1	XCC	Scheduled Track Work	OW	OW1	XOW	AC/DC System Failure, Weather
CF	CF1	XCF	Engineering Equipment Malfunction	RW	RW1	XRW	Train Crew Issues, Weather
CG	CG1	XCG	Scheduled Signal Work	UW	UW1	XUW	Accessibility, Weather
CH	CH1	XCH	Contractor Failure	16 OTHER			
CM	CM1	XCM	Switch Malfunction (Track Dept.)	L	L1	XL	Unauthorized People On Tracks/Near Miss
10 CATENARY FAILURE				N	N1	XN	Electricity Utility Failure
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing
11 NON-LOCOMOTIVE EQUIPMENT FAILURE				T	T1	XT	Property Vandalism
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found
FS	FS1	XFS	NICTD MU Malfunction	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	W	W1	XW	Gas Leak

Effective January 1, 2012

Revised Dec. 6, 2011

P:\ONTIME\[#DelayClassificationTbl2012.xls]DelayCodes&CategoriesReportTbl 02/22/2012

**TABLES 6.a, 6.b, 6.c, & 6.d: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE
October 2013**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	106	32	6	6	0	62	7	10	39	2	33	46	19	368	50%
Semi-controllable	12	0	0	0	5	13	18	21	5	10	0	10	11	105	14%
Uncontrollable	22	49	12	18	0	29	28	4	16	1	29	33	21	262	36%
TOTAL TRAINS DELAYED	140	81	18	24	5	104	53	35	60	13	62	89	51	735	100%

October 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	43	31	3	43	1	42	44	13	37	15	21	47	11	351	47%
Semi-controllable	9	0	0	0	4	10	13	12	7	18	0	18	11	102	14%
Uncontrollable	21	52	6	21	2	27	34	6	33	8	27	30	21	288	39%
TOTAL TRAINS DELAYED	73	83	9	64	7	79	91	31	77	41	48	95	43	741	100%

October 2013 Divergence From October 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	63	1	3	-37	-1	20	-37	-3	2	-13	12	-1	8	17	-283%
Semi-controllable	3	0	0	0	1	3	5	9	-2	-8	0	-8	0	3	-50%
Uncontrollable	1	-3	6	-3	-2	2	-6	-2	-17	-7	2	3	0	-26	433%
TOTAL TRAINS DELAYED	67	-2	9	-40	-2	25	-38	4	-17	-28	14	-6	8	-6	100%

January-October 2013

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	611	302	88	215	10	520	356	144	259	73	266	322	271	3,437	45%
Semi-controllable	122	0	1	0	28	156	147	151	56	117	16	78	157	1,029	13%
Uncontrollable	467	310	83	176	5	257	311	41	385	56	324	447	316	3,178	42%
TOTAL TRAINS DELAYED	1,200	612	172	391	43	933	814	336	700	246	606	847	744	7,644	100%

Data for current month is final (11/12/13) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine 11/12/2013

TABLE 7: NUMBER OF DELAYS BY DATE
October 2013

WEEKDAY	1	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31	TOTAL
	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	
BNSF	4	3	9	0	2	8	0	1	2	1	5	1	4	1	3	0	3	12	4	29	21	3	7	123
Elec -ML	2	25	1	0	0	0	0	0	1	0	0	4	2	2	0	1	27	2	0	0	1	1	2	71
-BI	0	9	1	0	1	0	0	1	0	0	0	0	1	0	0	0	2	1	0	0	1	0	0	17
-SC	0	11	0	0	2	0	1	1	0	0	0	0	3	0	0	0	4	0	0	0	1	0	0	23
Heritage	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	5
Milw -N	4	2	5	2	8	2	9	10	2	7	2	0	9	1	0	1	3	1	4	1	0	6	4	83
-W	1	1	1	1	2	0	1	3	1	0	0	1	0	0	23	0	0	2	5	0	0	4	1	47
NCS	3	1	0	1	4	0	7	1	0	0	0	0	3	1	0	0	0	0	0	0	6	8	0	35
RI	1	12	0	1	0	1	2	0	2	2	1	0	0	0	2	8	5	2	1	1	0	1	4	46
SWS	1	6	0	0	0	0	1	0	1	0	0	1	1	1	0	0	0	0	0	0	1	0	0	13
UP -N	1	0	12	3	0	11	0	0	0	0	0	0	2	0	0	0	0	1	0	10	2	4	4	50
-NW	1	4	12	1	1	0	2	0	2	3	2	1	0	1	1	3	9	1	3	1	20	3	1	72
-W	<u>6</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>5</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>5</u>	<u>46</u>
SYSTEM	24	77	44	9	20	22	23	20	13	16	12	10	27	8	34	16	54	22	19	44	54	35	28	631

SATURDAY	5	12	19	26	TOTAL	SUNDAY/HOLIDAY	6	13	20	27	TOTAL
BNSF	2	7	2	5	16	BNSF	1	0	0	0	1
Elec -ML	0	1	0	0	1	Elec -ML	4	5	0	0	9
-BI	0	0	0	0	0	-BI	1	-	-	-	1
-SC	0	0	1	0	1	-SC	0	0	0	0	0
Heritage	-	-	-	-	-	Heritage	-	-	-	-	0
Milw -N	8	3	1	1	13	Milw -N	3	5	0	0	8
-W	0	2	1	0	3	-W	1	1	1	0	3
NCS	-	-	-	-	-	NCS	-	-	-	-	0
RI	3	0	4	2	9	RI	2	1	2	0	5
SWS	0	0	0	0	0	SWS	-	-	-	-	0
UP -N	8	1	1	0	10	UP -N	1	0	0	1	2
-NW	0	1	2	3	6	-NW	1	8	0	2	11
-W	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	-W	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>3</u>
SYSTEM	22	15	13	11	61	SYSTEM	15	20	4	4	43

Data is final (11/12/13) version from TOPS.

TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
October 2013

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	0	0	0	0	4	0	1	0	0	0	0	0	5
<i>Freight Interference - Peak</i>	6	0	0	0	4	2	3	6	2	4	0	3	1	31
<i>Freight Interference - Off-Peak</i>	16	0	0	0	0	11	15	8	3	7	0	7	10	77
Freight Interference - Total	22	0	0	0	4	13	18	14	5	11	0	10	11	108
Accident	0	0	0	0	0	12	22	0	0	0	0	20	1	55
Passenger Loading	2	10	2	2	0	9	0	0	6	0	2	5	6	44
Lift Deployment	7	0	0	0	0	3	3	1	3	0	0	2	4	23
Obstruction/Debris	10	24	8	11	0	0	0	0	2	1	13	2	5	76
Signal/Switch Failure	35	4	1	1	1	24	2	8	13	0	27	14	7	137
Track Work	45	0	0	1	0	17	5	0	18	0	0	26	0	112
Catenary Failure	0	27	2	4	0	0	0	0	0	0	0	0	0	33
Non-Locomotive Equipment Failure	1	3	3	0	0	3	0	3	0	0	0	0	0	13
Locomotive Failure	2	0	0	0	0	13	0	4	4	0	2	4	2	31
Human Error	7	0	1	0	0	1	0	1	4	1	3	1	10	29
Sick, Injured, Unruly Passenger	4	5	1	4	0	5	2	3	2	0	7	5	4	42
Weather	3	4	0	0	0	0	0	0	1	0	7	0	1	16
Other	2	4	0	1	0	0	1	0	2	0	1	0	0	11
TOTAL TRAINS DELAYED	140	81	18	24	5	104	53	35	60	13	62	89	51	735

October - Average Over Previous Five Years: 2008-2012

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3.0	4.0	1.2	0.4	1.0	8.2	2.2	1.4	1.8	1.2	3.8	1.6	2.0	31.8
<i>Freight Interference - Peak</i>	8.0	0.0	0.0	0.0	6.8	0.8	2.2	2.8	1.8	7.6	1.4	6.8	6.2	44.4
<i>Freight Interference - Off-Peak</i>	7.0	0.0	0.0	0.0	0.0	11.6	6.6	5.4	5.4	19.8	1.0	2.0	19.4	78.2
Freight Interference - Total	15.0	0.0	0.0	0.0	6.8	12.4	8.8	8.2	7.2	27.4	2.4	8.8	25.6	122.6
Accident	7.2	2.6	1.2	1.0	0.0	6.6	0.8	0.2	5.0	1.8	0.0	3.0	1.0	30.4
Passenger Loading	10.4	14.2	4.6	5.6	0.0	6.8	1.0	0.2	3.6	0.4	21.6	4.8	4.4	77.6
Lift Deployment	2.8	0.4	0.2	0.2	0.0	2.0	1.6	0.6	6.8	0.0	4.0	2.6	2.4	23.6
Obstruction/Debris	6.0	5.2	1.6	2.2	0.0	1.2	3.0	1.0	1.4	2.2	2.6	6.6	4.6	37.6
Signal/Switch Failure	19.6	13.8	3.4	2.8	4.0	17.8	10.0	5.2	10.8	5.2	3.4	6.0	10.8	112.8
Track Work	29.6	17.0	3.4	10.0	2.6	13.4	4.8	2.2	7.4	3.0	14.6	7.0	10.8	125.8
Catenary Failure	0.0	2.2	0.6	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Non-Locomotive Equipment Failure	3.8	8.6	1.2	2.0	0.0	0.8	0.2	0.0	0.2	0.8	0.2	1.2	0.2	19.2
Locomotive Failure	17.4	0.0	0.0	0.0	0.2	4.8	2.2	1.2	10.4	2.2	4.8	4.2	6.6	54.0
Human Error	13.6	2.8	1.6	1.0	0.8	12.6	4.8	3.0	4.2	3.8	5.0	2.6	8.8	64.6
Sick, Injured, Unruly Passenger	3.8	4.4	1.4	1.2	0.4	2.6	3.6	0.6	2.2	0.2	6.8	6.4	4.6	38.2
Weather	11.6	1.0	0.6	1.4	0.6	1.2	4.0	0.2	0.8	0.0	7.2	5.2	0.8	34.6
Other	6.4	6.2	0.6	0.6	0.0	2.0	0.6	2.2	12.6	2.6	4.0	5.2	4.6	47.6
TOTAL TRAINS DELAYED	150.2	82.4	21.6	29.6	16.4	92.4	47.6	26.2	74.4	50.8	80.4	65.2	87.2	824.4

October 2013 Divergence From October Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-3.0	-4.0	-1.2	-0.4	-1.0	-4.2	-2.2	-0.4	-1.8	-1.2	-3.8	-1.6	-2.0	-26.8
<i>Freight Interference - Peak</i>	-2.0	0.0	0.0	0.0	-2.8	1.2	0.8	3.2	0.2	-3.6	-1.4	-3.8	-5.2	-13.4
<i>Freight Interference - Off-Peak</i>	9.0	0.0	0.0	0.0	0.0	-0.6	8.4	2.6	-2.4	-12.8	-1.0	5.0	-9.4	-1.2
Freight Interference - Total	7.0	0.0	0.0	0.0	-2.8	0.6	9.2	5.8	-2.2	-16.4	-2.4	1.2	-14.6	-14.6
Accident	-7.2	-2.6	-1.2	-1.0	0.0	5.4	21.2	-0.2	-5.0	-1.8	0.0	17.0	0.0	24.6
Passenger Loading	-8.4	-4.2	-2.6	-3.6	0.0	2.2	-1.0	-0.2	2.4	-0.4	-19.6	0.2	1.6	-33.6
Lift Deployment	4.2	-0.4	-0.2	-0.2	0.0	1.0	1.4	0.4	-3.8	0.0	-4.0	-0.6	1.6	-0.6
Obstruction/Debris	4.0	18.8	6.4	8.8	0.0	-1.2	-3.0	-1.0	0.6	-1.2	10.4	-4.6	0.4	38.4
Signal/Switch Failure	15.4	-9.8	-2.4	-1.8	-3.0	6.2	-8.0	2.8	2.2	-5.2	23.6	8.0	-3.8	24.2
Track Work	15.4	-17.0	-3.4	-9.0	-2.6	3.6	0.2	-2.2	10.6	-3.0	-14.6	19.0	-10.8	-13.8
Catenary Failure	0.0	24.8	1.4	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0
Non-Locomotive Equipment Failure	-2.8	-5.6	1.8	-2.0	0.0	2.2	-0.2	3.0	-0.2	-0.8	-0.2	-1.2	-0.2	-6.2
Locomotive Failure	-15.4	0.0	0.0	0.0	-0.2	8.2	-2.2	2.8	-6.4	-2.2	-2.8	-0.2	-4.6	-23.0
Human Error	-6.6	-2.8	-0.6	-1.0	-0.8	-11.6	-4.8	-2.0	-0.2	-2.8	-2.0	-1.6	1.2	-35.6
Sick, Injured, Unruly Passenger	0.2	0.6	-0.4	2.8	-0.4	2.4	-1.6	2.4	-0.2	-0.2	0.2	-1.4	-0.6	3.8
Weather	-8.6	3.0	-0.6	-1.4	-0.6	-1.2	-4.0	-0.2	0.2	0.0	-0.2	-5.2	0.2	-18.6
Other	-4.4	-2.2	-0.6	0.4	0.0	-2.0	0.4	-2.2	-10.6	-2.6	-3.0	-5.2	-4.6	-36.6
TOTAL TRAINS DELAYED	-10.2	-1.4	-3.6	-5.6	-11.4	11.6	5.4	8.8	-14.4	-37.8	-18.4	23.8	-36.2	-89.4

Data for current month is final (11/12/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 11/12/2013

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

TABLES 9.a, 9.b & 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January-October 2013

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	7	7	2	5	1	70	21	18	19	7	1	3	11	172
<i>Freight Interference - Peak</i>	23	0	1	0	19	13	13	36	5	18	2	20	29	179
<i>Freight Interference - Off-Peak</i>	94	0	0	0	0	95	106	75	41	53	11	51	126	652
Freight Interference - Total	117	0	1	0	19	108	119	111	46	71	13	71	155	831
Accident	92	34	13	21	1	30	41	7	36	22	6	88	23	414
Passenger Loading	52	127	36	74	0	92	106	2	197	2	105	121	94	1,008
Lift Deployment	24	0	0	2	0	19	28	6	34	0	18	14	17	162
Obstruction/Debris	51	47	13	29	0	6	38	2	16	9	32	31	35	309
Signal/Switch Failure	199	52	27	22	10	286	181	93	63	53	92	165	134	1,377
Track Work	97	26	10	122	1	46	38	13	68	4	49	73	38	585
Catenary Failure	0	118	19	26	0	0	0	0	0	0	0	0	0	163
Non-Locomotive Equipment Failure	16	36	15	8	1	6	21	12	3	0	5	12	12	147
Locomotive Failure	126	0	0	0	4	80	51	21	52	18	66	35	25	478
Human Error	133	62	16	26	2	76	67	25	54	33	39	35	36	604
Sick, Injured, Unruly Passenger	17	58	11	27	1	31	28	7	20	5	53	41	32	331
Weather	210	32	9	16	3	74	56	16	70	14	110	140	109	859
Other	59	13	0	13	0	9	19	3	22	8	17	18	23	204
TOTAL TRAINS DELAYED	1,200	612	172	391	43	933	814	336	700	246	606	847	744	7,644

January-October - Average Over Previous Five Years: 2008-2012

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	28.8	27.4	9.2	8.6	6.0	65.8	16.2	12.8	19.0	11.8	23.8	13.0	17.2	259.6
<i>Freight Interference - Peak</i>	66.8	0.2	0.0	0.0	46.0	14.8	20.2	43.0	20.0	43.8	6.4	22.8	38.0	322.0
<i>Freight Interference - Off-Peak</i>	76.8	0.2	0.2	0.0	0.0	101.6	66.6	58.8	45.6	115.2	11.6	22.6	164.2	663.4
Freight Interference - Total	143.6	0.4	0.2	0.0	46.0	116.4	86.8	101.8	65.6	159.0	18.0	45.4	202.2	985.4
Accident	79.0	11.0	4.0	9.2	0.6	38.4	41.2	17.0	35.0	6.8	35.0	48.4	33.4	359.0
Passenger Loading	101.8	146.6	37.2	56.2	0.2	107.0	54.6	3.0	119.8	2.2	374.4	106.2	90.8	1,200.0
Lift Deployment	24.8	1.6	0.2	1.0	0.2	28.6	24.4	4.6	68.2	1.8	33.4	20.0	33.4	242.2
Obstruction/Debris	61.8	17.0	5.6	22.6	1.4	23.6	26.6	6.6	28.6	9.4	25.6	45.2	45.2	319.2
Signal/Switch Failure	212.6	100.4	26.6	27.8	32.2	203.8	108.0	65.8	78.0	91.4	59.0	65.4	102.0	1,173.0
Track Work	182.4	67.2	20.0	30.2	9.4	87.4	62.0	14.2	50.6	18.6	99.2	47.0	84.0	772.2
Catenary Failure	0.0	21.0	8.8	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	44.2
Non-Locomotive Equipment Failure	21.2	49.8	23.4	17.0	0.0	11.2	7.8	1.0	10.4	4.8	14.6	9.2	13.6	184.0
Locomotive Failure	113.0	1.2	0.4	0.2	2.2	92.6	52.0	19.4	68.4	12.0	37.0	48.2	36.2	482.8
Human Error	102.8	32.0	11.8	11.0	10.0	66.4	34.2	17.4	44.0	31.0	75.4	49.2	53.6	538.8
Sick, Injured, Unruly Passenger	34.6	58.8	9.8	20.8	1.2	30.2	29.0	3.6	33.0	1.8	49.0	36.4	34.6	342.8
Weather	129.8	80.2	15.8	28.4	9.8	98.2	74.6	31.8	71.2	20.4	116.6	94.2	68.2	839.2
Other	26.0	32.2	7.4	8.8	2.0	22.8	18.2	7.8	42.8	13.6	42.2	27.4	43.8	295.0
TOTAL TRAINS DELAYED	1,262.2	646.8	180.4	256.0	121.2	992.4	635.6	306.8	734.6	384.6	1,003.2	655.4	858.2	8,037.4

January-October 2013 Divergence From January-October Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-21.8	-20.4	-7.2	-3.6	-5.0	4.2	4.8	5.2	0.0	-4.8	-22.8	-10.0	-6.2	-87.6
<i>Freight Interference - Peak</i>	-43.8	-0.2	1.0	0.0	-27.0	-1.8	-7.2	-7.0	-15.0	-25.8	-4.4	-2.8	-9.0	-143.0
<i>Freight Interference - Off-Peak</i>	17.2	-0.2	-0.2	0.0	0.0	-6.6	39.4	16.2	-4.6	-62.2	-0.6	28.4	-38.2	-11.4
Freight Interference - Total	-26.6	-0.4	0.8	0.0	-27.0	-8.4	32.2	9.2	-19.6	-88.0	-5.0	25.6	-47.2	-154.4
Accident	13.0	23.0	9.0	11.8	0.4	-8.4	-0.2	-10.0	1.0	15.2	-29.0	39.6	-10.4	55.0
Passenger Loading	-49.8	-19.6	-1.2	17.8	-0.2	-15.0	51.4	-1.0	77.2	-0.2	-269.4	14.8	3.2	-192.0
Lift Deployment	-0.8	-1.6	-0.2	1.0	-0.2	-9.6	3.6	1.4	-34.2	-1.8	-15.4	-6.0	-16.4	-80.2
Obstruction/Debris	-10.8	30.0	7.4	6.4	-1.4	-17.6	11.4	-4.6	-12.6	-0.4	6.4	-14.2	-10.2	-10.2
Signal/Switch Failure	-13.6	-48.4	0.4	-5.8	-22.2	82.2	73.0	27.2	-15.0	-38.4	33.0	99.6	32.0	204.0
Track Work	-85.4	-41.2	-10.0	91.8	-8.4	-41.4	-24.0	-1.2	17.4	-14.6	-50.2	26.0	-46.0	-187.2
Catenary Failure	0.0	97.0	10.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	118.8
Non-Locomotive Equipment Failure	-5.2	-13.8	-8.4	-9.0	1.0	-5.2	13.2	11.0	-7.4	-4.8	-9.6	2.8	-1.6	-37.0
Locomotive Failure	13.0	-1.2	-0.4	-0.2	1.8	-12.6	-1.0	1.6	-16.4	6.0	29.0	-13.2	-11.2	-4.8
Human Error	30.2	30.0	4.2	15.0	-8.0	9.6	32.8	7.6	10.0	2.0	-36.4	-14.2	-17.6	65.2
Sick, Injured, Unruly Passenger	-17.6	-0.8	1.2	6.2	-0.2	0.8	-1.0	3.4	-13.0	3.2	4.0	4.6	-2.6	-11.8
Weather	80.2	-48.2	-6.8	-12.4	-6.8	-24.2	-18.6	-15.8	-1.2	-6.4	-6.6	45.8	40.8	19.8
Other	33.0	-19.2	-7.4	4.2	-2.0	-13.8	0.8	-4.8	-20.8	-5.6	-25.2	-9.4	-20.8	-91.0
TOTAL TRAINS DELAYED	-62.2	-34.8	-8.4	135.0	-78.2	-59.4	178.4	29.2	-34.6	-138.6	-397.2	191.6	-114.2	-393.4

Data for current month is final (11/12/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 11/12/2013

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

**TABLES 10.a, 10.b & 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH
2013**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	7	21	22	11	17	18	34	23	14	5			172	2.3%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19	14	13	31			179	2.3%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60	66	58	77			652	8.5%
Freight Interference - Total	55	84	67	74	98	115	79	80	71	108			831	10.9%
Accident	23	1	78	56	31	29	93	23	25	55			414	5.4%
Passenger Loading	24	27	54	39	67	232	291	165	65	44			1,008	13.2%
Lift Deployment	12	6	19	8	9	25	19	19	22	23			162	2.1%
Obstruction/Debris	22	20	23	30	24	39	33	14	28	76			309	4.0%
Signal/Switch Failure	152	149	90	126	182	229	104	134	74	137			1,377	18.0%
Track Work	22	6	14	45	63	82	100	66	75	112			585	7.7%
Catenary Failure	0	0	2	7	1	0	79	37	4	33			163	2.1%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23	7	13			147	1.9%
Locomotive Failure	41	64	28	28	49	93	57	63	24	31			478	6.3%
Human Error	52	92	56	51	80	57	82	44	61	29			604	7.9%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46	33	42			331	4.3%
Weather	90	86	35	218	19	234	17	81	63	16			859	11.2%
Other	11	32	19	8	22	36	24	22	19	11			204	2.7%
TOTAL TRAINS DELAYED	563	619	557	744	710	1,240	1,051	840	585	735			7,644	100%

2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16	17	16	187	2.6%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27	16	16	28	17	12	219	3.0%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98	52	54	63	52	54	631	8.7%
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91	69	66	850	11.7%
Accident	31	79	51	20	60	41	32	2	9	59	31	51	384	5.3%
Passenger Loading	54	33	93	31	105	161	145	190	116	64	97	93	992	13.6%
Lift Deployment	20	11	11	12	22	32	41	28	21	13	22	17	211	2.9%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31	43	34	347	4.8%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97	153	76	1,024	14.0%
Track Work	140	15	39	54	61	113	99	101	94	125	42	20	841	11.5%
Catenary Failure	4	10	4	0	0	1	11	1	17	14	15	4	62	0.9%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8	22	5	136	1.9%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55	38	23	482	6.6%
Human Error	80	41	44	35	64	73	37	55	55	55	52	56	539	7.4%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45	45	27	365	5.0%
Weather	212	15	0	1	7	37	197	70	18	34	29	11	591	8.1%
Other	35	17	58	19	25	30	15	26	21	34	28	11	280	3.8%
TOTAL TRAINS DELAYED	958	434	687	469	635	897	1,015	861	594	741	703	510	7,291	100%

2013 Divergence From 2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	-25	9	12	5	10	1	-4	-8	-4	-11			-15	-0.3%
<i>Freight Interference - Peak</i>	-9	-4	-13	-12	4	4	-8	-2	-3	3			-40	-0.7%
<i>Freight Interference - Off-Peak</i>	-20	25	-22	-15	29	30	-38	14	4	14			21	-0.1%
Freight Interference - Total	-29	21	-35	-27	33	34	-46	12	1	17			-19	-0.8%
Accident	-8	-78	27	36	-29	-12	61	21	16	-4			30	0.1%
Passenger Loading	-30	-6	-39	8	-38	71	146	-25	-51	-20			16	-0.4%
Lift Deployment	-8	-5	8	-4	-13	-7	-22	-9	1	10			-49	-0.8%
Obstruction/Debris	-5	-1	-14	-14	-19	14	-2	-52	10	45			-38	-0.7%
Signal/Switch Failure	8	100	-4	66	84	65	-25	26	-7	40			353	4.0%
Track Work	-118	-9	-25	-9	2	-31	1	-35	-19	-13			-256	-3.9%
Catenary Failure	-4	-10	-2	7	1	-1	68	36	-13	19			101	1.3%
Non-Locomotive Equipment Failure	3	6	-5	-1	7	-2	5	-1	-6	5			11	0.1%
Locomotive Failure	-12	35	-62	-6	-2	34	9	16	8	-24			-4	-0.4%
Human Error	-28	51	12	16	16	-16	45	-11	6	-26			65	0.5%
Sick, Injured, Unruly Passenger	7	-14	1	-8	14	-10	-29	2	6	-3			-34	-0.7%
Weather	-122	71	35	217	12	197	-180	11	45	-18			268	3.1%
Other	-24	15	-39	-11	-3	6	9	-4	-2	-23			-76	-1.2%
TOTAL TRAINS DELAYED	-395	185	-130	275	75	343	36	-21	-9	-6			353	

Data for current month is final (11/12/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 11/12/2013

TABLE 11: FREIGHT DELAYS
between November 2011 and October 2013

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Nov-11	17	0	0	0	7	18	6	16	3	14	2	2	32	117
Dec-11	11	0	0	0	7	15	9	12	6	19	2	0	37	118
Jan-12	9	0	0	0	2	9	10	7	4	14	1	3	25	84
Feb-12	10	0	0	0	1	6	9	4	4	13	1	2	13	63
Mar-12	7	0	0	0	3	19	18	14	6	15	0	4	16	102
Apr-12	4	0	0	0	2	10	5	30	2	19	2	5	22	101
May-12	8	0	0	0	2	13	7	8	5	10	1	4	7	65
Jun-12	13	0	0	0	1	6	14	6	8	9	0	6	18	81
Jul-12	7	0	0	0	3	42	17	20	9	5	1	14	7	125
Aug-12	16	0	0	0	1	16	9	4	7	6	1	1	7	68
Sep-12	2	0	0	0	0	13	20	6	3	10	0	5	11	70
Oct-12	10	0	0	0	2	10	13	12	8	9	0	16	11	91
Total	114	0	0	0	31	177	137	139	65	143	11	62	206	1,085
Nov-12	12	0	0	0	3	7	18	11	3	8	1	4	2	69
Dec-12	5	0	0	0	2	15	10	12	2	8	0	4	8	66
Jan-13	2	0	0	0	2	3	6	7	6	6	1	6	16	55
Feb-13	7	0	0	0	0	9	18	18	5	6	3	7	11	84
Mar-13	10	0	0	0	3	18	4	9	6	7	0	1	9	67
Apr-13	8	0	0	0	1	9	7	18	3	4	2	7	15	74
May-13	15	0	0	0	2	9	9	6	3	8	4	8	34	98
Jun-13	22	0	0	0	2	14	11	8	9	10	1	7	31	115
Jul-13	8	0	0	0	2	14	14	11	5	4	1	13	7	79
Aug-13	14	0	1	0	1	8	13	12	2	11	1	6	11	80
Sep-13	9	0	0	0	2	11	19	8	2	4	0	6	10	71
Oct-13	22	0	0	0	4	13	18	14	5	11	0	10	11	108
Total	134	0	1	0	24	130	147	134	51	87	14	79	165	966

Data for current month is final (11/12/13) version from TOPS.

**TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH
2013**

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays YTD	% of All Delays YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	2	1	3	2	0	2	2	5	0	7			24	2.00%
Electric ML	0	0	0	0	0	0	0	0	0	0			0	0.00%
Electric BI	0	0	0	0	0	0	0	0	0	0			0	0.00%
Electric SC	0	0	1	0	0	0	0	1	0	0			2	0.51%
HER	0	0	0	0	0	0	0	0	0	0			0	0.00%
Milw N	1	0	5	1	1	2	1	0	5	3			19	2.04%
Milw W	0	2	1	0	4	1	8	3	6	3			28	3.44%
NCS	0	0	0	0	0	0	0	0	5	1			6	1.79%
RI	4	1	2	3	2	7	3	6	3	3			34	4.86%
SWS	0	0	0	0	0	0	0	0	0	0			0	0.00%
UP N	2	2	3	1	1	5	0	2	2	0			18	2.97%
UP NW	0	0	3	0	1	3	4	1	0	2			14	1.65%
UP W	3	0	1	1	0	5	1	1	1	4			17	2.28%
Total Lift Delays	12	6	19	8	9	25	19	19	22	23			162	2.12%
ALL DELAYS													7,644	

Data for current month is final (11/12/13) version from TOPS.

2012

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays All Year	% of All Delays All Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	1	0	0	3	1	5	2	3	0	0	2	2	19	1.78%
Electric ML	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric BI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric SC	0	0	0	0	0	1	0	0	0	0	0	0	1	0.28%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	7	1	1	0	5	0	7	6	1	1	0	0	29	2.62%
Milw W	0	1	0	0	1	3	4	2	5	1	0	3	20	2.21%
NCS	0	0	0	0	1	0	2	0	1	0	0	1	5	1.18%
RI	4	2	5	5	6	14	17	10	8	8	3	4	86	9.44%
SWS	0	0	0	0	0	0	0	0	1	0	0	0	1	0.24%
UP N	1	2	1	3	4	1	2	3	2	1	2	2	24	3.26%
UP NW	0	1	2	1	1	2	3	1	3	2	13	3	32	4.68%
UP W	7	4	2	0	3	6	4	3	0	0	2	2	33	4.09%
Total Lift Delays	20	11	11	12	22	32	41	28	21	13	22	17	250	2.94%
ALL DELAYS													8,504	

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION
October 2013

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	33	13	3	1	2	10	2	4	16	1	9	10	10	114
11-15	11	9	1	2	1	6	1	6	11	2	9	3	2	64
16-20	5	4	0	0	0	4	0	1	1	0	4	0	2	21
21+	17	26	5	3	2	6	8	2	2	2	6	18	0	97
Annulled	<u>0</u>	<u>4</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>17</u>
Sub-Total	66	56	11	9	5	28	14	13	30	5	28	34	14	313
Off-Peak **														
6-10	32	13	3	7	0	44	9	5	16	5	11	27	16	188
11-15	20	3	2	3	0	15	9	5	8	0	10	11	11	97
16-20	9	2	0	0	0	8	6	3	4	1	2	1	2	38
21+	12	6	0	2	0	5	13	9	2	2	11	10	7	79
Annulled	<u>1</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>20</u>
Sub-Total	74	25	7	15	0	76	39	22	30	8	34	55	37	422
October 2013 Total														
6-10	65	26	6	8	2	54	11	9	32	6	20	37	26	302
11-15	31	12	3	5	1	21	10	11	19	2	19	14	13	161
16-20	14	6	0	0	0	12	6	4	5	1	6	1	4	59
21+	29	32	5	5	2	11	21	11	4	4	17	28	7	176
Annulled	<u>1</u>	<u>5</u>	<u>4</u>	<u>6</u>	<u>0</u>	<u>6</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>	<u>1</u>	<u>37</u>
TOTAL	140	81	18	24	5	104	53	35	60	13	62	89	51	735
2013 Year-to-Date														
6-10	472	310	105	261	19	497	374	155	401	119	245	295	294	3,547
11-15	265	94	30	52	11	208	182	73	161	42	107	149	149	1,523
16-20	145	52	10	25	2	83	85	35	41	22	60	80	74	714
21+	261	137	23	34	11	125	153	64	81	51	184	294	207	1,625
Annulled	<u>57</u>	<u>19</u>	<u>4</u>	<u>19</u>	<u>0</u>	<u>20</u>	<u>20</u>	<u>9</u>	<u>16</u>	<u>12</u>	<u>10</u>	<u>29</u>	<u>20</u>	<u>235</u>
TOTAL	1,200	612	172	391	43	933	814	336	700	246	606	847	744	7,644
PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
October 2013 Total														
6-10	46.4%	32.1%	33.3%	33.3%	40.0%	51.9%	20.8%	25.7%	53.3%	46.2%	32.3%	41.6%	51.0%	41.1%
11-15	22.1%	14.8%	16.7%	20.8%	20.0%	20.2%	18.9%	31.4%	31.7%	15.4%	30.6%	15.7%	25.5%	21.9%
16-20	10.0%	7.4%	0.0%	0.0%	0.0%	11.5%	11.3%	11.4%	8.3%	7.7%	9.7%	1.1%	7.8%	8.0%
21+	20.7%	39.5%	27.8%	20.8%	40.0%	10.6%	39.6%	31.4%	6.7%	30.8%	27.4%	31.5%	13.7%	23.9%
Annulled	<u>0.7%</u>	<u>6.2%</u>	<u>22.2%</u>	<u>25.0%</u>	<u>0.0%</u>	<u>5.8%</u>	<u>9.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>10.1%</u>	<u>2.0%</u>	<u>5.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2013 Year-to-Date Delays By Duration														
6-10	39.3%	50.7%	61.0%	66.8%	44.2%	53.3%	45.9%	46.1%	57.3%	48.4%	40.4%	34.8%	39.5%	46.4%
11-15	22.1%	15.4%	17.4%	13.3%	25.6%	22.3%	22.4%	21.7%	23.0%	17.1%	17.7%	17.6%	20.0%	19.9%
16-20	12.1%	8.5%	5.8%	6.4%	4.7%	8.9%	10.4%	10.4%	5.9%	8.9%	9.9%	9.4%	9.9%	9.3%
21+	21.8%	22.4%	13.4%	8.7%	25.6%	13.4%	18.8%	19.0%	11.6%	20.7%	30.4%	34.7%	27.8%	21.3%
Annulled	<u>4.8%</u>	<u>3.1%</u>	<u>2.3%</u>	<u>4.9%</u>	<u>0.0%</u>	<u>2.1%</u>	<u>2.5%</u>	<u>2.7%</u>	<u>2.3%</u>	<u>4.9%</u>	<u>1.7%</u>	<u>3.4%</u>	<u>2.7%</u>	<u>3.1%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday and weekend trains.

Data for most recent month is final (11/12/13) version from TOPS.

TABLE 14: AVERAGE LENGTH OF DELAY BY SERVICE PERIOD, IN MINUTES

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<i>October 2013</i>														
Peak *	14.7	30.1	34.8	38.2	15.2	13.8	38.9	15.0	10.3	18.8	15.6	81.1	10.1	25.8
Off-Peak **	14.1	14.1	9.4	14.3	--	12.7	19.9	24.8	11.9	13.5	24.8	19.8	17.6	16.7
All	14.4	25.1	25.7	22.3	15.2	13.0	24.3	21.1	11.1	15.5	20.7	43.5	15.5	20.5
<i>2013 Year-to-Date</i>														
Peak *	19.4	21.8	16.2	15.5	19.6	15.4	18.6	16.2	13.3	22.1	29.3	39.3	26.6	22.6
Off-Peak **	16.5	12.4	12.4	10.6	--	14.4	15.5	17.9	12.5	17.9	22.4	21.9	19.7	16.3
All	18.1	16.6	13.8	11.4	19.6	14.6	16.4	17.2	12.8	19.2	24.9	29.3	22.0	18.6

Excludes annulled trains, which do not have delay times.

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday and weekend trains.

Data for most recent month is final (11/12/13) version from TOPS.